

In the Claims:

Please cancel Claims 8, 16 and 17, without prejudice; and amend Claims 1, 3, 9-13, 15, and 18-21 as indicated below. The status of all pending claims is as follows:

1. (Currently Amended) A tire wheel assembly,

wherein a noise-reducing device is attached to a wheel rim in a cavity portion of a pneumatic tire, the noise-reducing device comprising a shell structure where a rough surface portion having a ten-point height of non-linear irregularities (Rz) in a range of 0.1 to 5.0 mm is provided on at least part of a surface, and

wherein a height of the shell structure from a rim sheet is set in a range of 10 to 70 % of a cross-sectional height of the tire,

wherein the shell structure includes an I-shaped cross-sectional shape defined by an inner ring and an outer ring connected to each other by a radially extending connection plate, and

wherein the rough surface portion is formed in a manner that particles are fixed on the surface of the shell structure.

2. (Original) The tire wheel assembly according to claim 1, wherein the shell structure is supported on a rim through a pair of elastic rings.

3. (Withdrawn-Currently Amended) The tire wheel assembly according to ~~claim 4~~claim 6, wherein the shell structure is formed of an annular tube.

4. (Original) The tire wheel assembly according to any one of claims 1 to 3, wherein a wall thickness of the shell structure is in a range of 0.4 to 1.0 mm.

5. (Previously Presented) The tire wheel assembly according to any one of claims 1 to 3,

wherein an area of the rough surface portion is at least 20% of the entire surface area of the shell structure, and

wherein the ten-point height of non-linear irregularities ( $R_z$ ) of the rough surface portion is in a range of 0.1 to 3.0 mm.

6. (Previously Presented) A tire wheel assembly,  
wherein a noise-reducing device is attached to a wheel rim in a cavity portion of a pneumatic tire, the noise-reducing device comprising a shell structure where a rough surface portion having a ten-point height of irregularities ( $R_z$ ) in a range of 0.1 to 5.0 mm is provided on at least part of a surface,

wherein a height of the shell structure from a rim sheet is set in a range of 10 to 70 % of a cross-sectional height of the tire, and

wherein the rough surface portion is formed in a manner that particles are fixed on the surface of the shell structure.

7. (Original) The tire wheel assembly according to claim 6, wherein a diameter of each of the particles is in a range of 0.1 to 3.0 mm.

8. (Cancelled)

9. (Currently Amended) The noise-reducing device according to ~~claim 8~~claim 13, wherein the shell structure is supported on a rim through a pair of elastic rings.

10. (Withdrawn-Currently Amended) The noise-reducing device according to ~~claim 8~~claim 13, wherein the shell structure is formed of an annular tube.

11. (Currently Amended) The noise-reducing device according to any one of ~~claims 8 to 10~~ claims 9, 10, or 13, wherein a wall thickness of the shell structure is in a range of 0.4 to 1.0 mm.

12. (Currently Amended) The noise-reducing device according to any one of ~~claims 8 to 10~~ claims 9, 10, or 13,

wherein an area of the rough surface portion is at least 20% of the entire surface area of the shell structure, and

wherein the ten-point height of non-linear irregularities (Rz) of the rough surface portion is in a range of 0.1 to 3.0 mm.

13. (Currently Amended) A noise-reducing device intended to be attached to a wheel rim in a cavity portion of a pneumatic tire, comprising:

a shell structure where a rough surface portion having a ten-point height of irregularities (Rz) in a range of 0.1 to 5.0 mm is provided on at least part of a surface,

wherein a height of the shell structure from a rim sheet is set in a range of 10 to 70 % of a cross-sectional height of the tire, and

wherein the rough surface portion is formed in a manner that particles are fixed on ~~the~~ the surface of the shell structure.

14. (Original) The noise-reducing device according to claim 13, wherein a diameter of each of the particles is in a range of 0.1 to 3.0 mm.

15. (Currently Amended) The tire wheel assembly according to ~~claim 4~~ claim 6, wherein the shell structure has an arch-like cross-sectional shape.

16-17. (Cancelled)

18. (Currently Amended) The tire wheel assembly according to ~~claim~~  
~~claim 6~~, wherein the shell structure includes a plurality of alternately arranged L-shaped  
bent pieces.

19. (Currently Amended) The noise-reducing device according to  
~~claim 8~~claim 13, wherein the shell structure has an arch-like cross-sectional shape.

20. (Currently Amended) The noise-reducing device according to  
~~claim 8~~claim 13, wherein the shell structure includes an I-shaped cross-sectional shape  
defined by an inner ring and an outer ring connected to each other by a radially extending  
connection plate.

21. (Currently Amended) The noise-reducing device according to  
~~claim 8~~claim 13, wherein the shell structure includes a plurality of alternately arranged L-  
shaped bent pieces.

22. (Previously Presented) The noise-reducing device according to  
claim 21, wherein the rough surface portion is formed in a manner that particles are fixed on  
the surface of the shell structure.